

An opportunity to help rectify that comes as negotiators from the U.S. and Japan meet to retool a 1952 pact governing flights between the two countries. Under the outdated rules Chicago is artificially held to 20 flights to and from Tokyo a week.

Some in the airline industry are pushing for "open skies" legislation, essentially allowing an unfettered flow of air traffic between the two countries. Negotiations, however, should not be allowed to collapse into an "all-or-nothing" conclusion. While we favor open skies just a liberalized stop-gap measure featuring a phase-in approach would be acceptable. Such a moderate approach is backed by a broad coalition of Midwest businesses, labor, trade, civic and tourism groups.

Economics demand it. currently, Japanese businesses may find the Chicago and Midwestern economic climate attractive, but the hassles of getting here send them searching for other American locales. If restrictions were dropped, the number of trans-Pacific passengers could double by 2000, says the Midwest-Asia Aviation Coalition. The coalition estimates that increased air service could result in 2,670 jobs to the Midwest and \$52 million in additional salaries.

The current system, as Department of Aviation commissioner Mary Rose Loney says, "has put Chicago at a competitive disadvantage with other cities." Chicago is too important an economic engine for the Midwest to be hamstrung by regulations written 45 years ago in the pre-commercial-jet age.

Mr. Speaker, I yield to my colleague on the Subcommittee on Aviation, who also serves with another Illinois colleague who could not be here tonight and talk. The gentleman from Pontiac, IL [Mr. EWING], certainly has been a leader in this country. The gentleman has served with great distinction and has been a very active advocate of getting these talks in place and done so that we can start to open up our trade and air trade, aviation trade with Japan, and certainly hope that this would be expedited, especially in these talks that are going on this month and next week, September 22.

Mr. Speaker, I yield to my good friend, the gentleman from Chicago [Mr. LIPINSKI].

Mr. LIPINSKI. I thank the gentleman from Illinois [Mr. HASTERT] for yielding.

The American and Japanese negotiators are on the verge of replacing this outmoded 1952 agreement with a new accord which would dramatically increase air service between our two countries. Eventually such an agreement can lead to total deregulation or open skies.

I hope that Japan is not posturing. I hope that we are not posturing. I hope that we can use common sense and really make progress. I urge the administration to complete an agreement with Japan this month which liberalizes air service. We really cannot afford to wait. We have waited far too long already.

We have been asking both sides to put aside symbolic differences in the spirit of achieving real gains for consumers and business, not only in Chicago, IL, the Midwest, but really throughout this Nation. Opening up air travel with Japan just will give us enormous economic benefits, not only in this Nation but in Japan also.

Liberalization is a very important first step. The next step in ensuring that the Midwest historical disadvantage in air service to and from Asia is corrected with significant gains in the number of flights.

Mary Rose Loney, the city of Chicago aviation commissioner, said a new agreement is sorely needed even if it stops short of complete open skies. Dogmatic insistence on open skies may forgo present-day opportunities for a greater liberalized regime between the United States and Japan.

I recognize that open skies with Japan is not on the immediate horizon. The United States may need to accept a phased-in approach so our agreements would be like Germany or Canada, ones that started out very slowly but have expanded tremendously.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H. RES. 168, IMPLEMENTING THE RECOMMENDATIONS OF BIPARTISAN HOUSE ETHICS REFORM TASK FORCE

Mr. SOLOMON (during the special order of the gentleman from Illinois, Mr. HASTERT, from the Committee on Rules, submitted a privileged report (Rept. No. 105-250), on the resolution (H. Res. 230) providing for consideration of the resolution (H. Res. 168) to implement the recommendations of the bipartisan House ethics reform task force, which was referred to the House Calendar and ordered to be printed.

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AIR SERVICE NEGOTIATIONS AIM TO INCREASE INTERNATIONAL FLIGHTS

The SPEAKER pro tempore (Mr. COOKSEY). Under the Speaker's announced policy of January 7, 1997, the gentleman from Illinois [Mr. LIPINSKI] is recognized for 60 minutes.

Mr. LIPINSKI. Mr. Speaker, I yield to the gentleman from Illinois [Mr. SHIMKUS].

Mr. SHIMKUS. Mr. Speaker, I rise today with my colleagues to urge the administration to complete an agreement with Japan to liberalize air service as soon as possible. As a new legislator, I am amazed at the arcane and outdated restrictions on air services to and from Japan. The restrictions agreed upon over 40 years ago severely limit the number of flights between Chicago's O'Hare airport and Japan.

One might think that at the world's busiest airport, serving approximately 118,000 passengers a day, a wide range of flights to Japan would be available. Yet with 42 weekly flights, even smaller urban airports in Detroit and Minneapolis offer more service than O'Hare. In fact, recently a San Francisco-based firm was looking into relocating to Chicago. However, because of the limited number of flights to Japan, the decision was made not to relocate.

The effects of this restriction are felt not only in Chicago, but throughout the rest of the State. According to a study recently completed by Arthur Andersen, O'Hare misses out on tens of thousands of passengers annually. Since 4 of Illinois' top 10 export markets are in Asia, just one additional flight between Chicago and Japan would generate up to \$503 million annually in total economic impact.

A new agreement would unleash tremendous economic potential for the Asia-Pacific region and enable the Midwest to capitalize on the fastest growing economic market in the world. Again, Mr. Speaker, I urge the administration to complete an agreement with Japan which would liberalize air service and allow the Midwest to share in expanded service to Asia.

Mr. LIPINSKI. Mr. Speaker, I want to thank the gentleman for participating in this special order. I know that his words are sincere, and I think his words were potent.

Before I yield to the gentleman from Illinois [Mr. HASTERT], I would like to make mention of the fact that the gentleman from Illinois [Mr. EWING], who is very much involved in aviation, who serves on the Subcommittee on Aviation, unfortunately has not been able to join us thus far this evening because he is tied up on other business. But in the event that he does not join us by the time we finish our special order tonight, I want everyone within the sound of my voice to know that he, too, supports this and has been very much interested and involved in this issue for a very long period of time.

I yield to the gentleman from Illinois.

Mr. HASTERT. Mr. Speaker, I want to thank the gentleman from Chicago, my colleague and good friend from the other side of the aisle, in joining with this effort tonight. I think the message is strong and clear, strong and clear to our negotiators that are going to Japan next week and to those negotiators in Japan. It is time that we see eye to eye. It is time that we start to let competition into the process. It is time to let U.S. air carriers have the rights to carry passengers beyond Tokyo. It is time to have the right of U.S. carriers to be able to move from cities in the Midwest to other cities, such as Osaka. Those decisions should be forthcoming. They should be made next week. There are many, many people here in this Congress that are urging that to happen.

Again I thank the gentleman from Chicago.

Mr. LIPINSKI. I thank the gentleman from Illinois [Mr. HASTERT], a leader from the Republican side of the aisle, for taking the 1-hour special order and then joining in the 1-hour special order that I have on this very important topic. It has been through his leadership here in the House of Representatives that many of us have been very fortunate to be able to achieve a number of legislative goals that we

have been interested in. With him aiding and assisting us in this particular effort, I believe that we will also be successful.

I want to go out of my way, though, to thank the individuals who came here tonight to speak in behalf of this issue: The gentleman from Illinois [Mr. POSHARD], the gentleman from Illinois [Mr. DAVIS], the gentleman from Illinois [Mr. BLAGOJEVICH], the gentleman from Illinois [Mr. WELLER], the gentleman from Illinois [Mr. LAHOOD], the gentleman from Illinois [Mr. SHIMKUS], the gentleman from Texas [Mr. SESSIONS], who joined us, and, of course, the gentleman from Illinois [Mr. HASTERT].

Mr. Speaker, before I conclude this special order, there are a few comments that I would like to make in regard to this subject. In recent editorials, both the Chicago Tribune and the Chicago Sun-Times called for the United States to adopt a phased-in approach to open skies if Japan continues to resist complete deregulation of air service between our two nations. The Sun-Times wrote, "Negotiations should not be allowed to collapse into an all-or-nothing conclusion." The Tribune said, "The choice doesn't have to be between immediate open skies or the status quo. The United States and Japan can allow more flights and new alliances that will promote business and growth."

Our largest aviation trading partner is Canada. Until 1995, the air transport market was extremely restricted. Like Japan, Canada feared open skies. What United States and Canadian negotiators forged was not an open skies agreement. It was something less. For example, beyond rights were and remain limited. The result, however, has been extraordinary. In the first year of the agreement, an added \$2 billion was pumped into the United States and Canadian economies.

O'Hare International Airport in Chicago, the Midwest's primary aviation hub, is the world's busiest, but it has been mentioned several times earlier tonight that it ranks only 30th in the world for international passenger travel. This is a direct result of the restrictions of the 1952 bilateral agreement.

The gentleman from Illinois [Mr. BLAGOJEVICH] mentioned that back in 1952, the Baltimore Orioles did not exist. They were still the St. Louis Browns. The Oakland A's did not exist, either. They were the Philadelphia A's. But if we go back to that period of time, to show you that the expansion that has taken place in so many areas has not occurred in the aviation industry in regards to our relationship with Japan, there were eight teams in the National League, eight teams in the American League, and look at how many teams we have today.

The same thing could be talked about in regards to the National Football League, the great expansion since 1952; the National Basketball Association; the National Hockey League. Every-

thing has expanded. More people are involved, more businesses created. Yet our relationship with the Japanese in regards to aviation has been stymied because of the Japanese refusal to liberalize the agreements that were agreed to back in 1952, before rock and roll, as the gentleman from Illinois [Mr. BLAGOJEVICH] mentioned here earlier.

The point I want to make is that we must get the relationship between the United States and Japan into the 21st century. The Japanese need it, we need it in this country, and for far too long we in the Midwest, the East, and the South have been deprived of the opportunity to expand our business dealings, our tourism with Japan.

We have a historic opportunity this month to explode the business we can do with Japan. All we have to do is have our negotiators be willing to take something less than open skies. Take the deal that I outlined the first time I spoke. It will be beneficial to every carrier in this country. It will be beneficial to every business in this country. And most importantly, it will be beneficial to every citizen of this Nation.

TEEN PREGNANCY PREVENTION

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina [Mrs. CLAYTON] is recognized for 5 minutes.

Mrs. CLAYTON. Mr. Speaker, I am here this evening to really report good news and bad news on the level of teen pregnancy. Because we care about our young people, and because they care about themselves, we must celebrate the good news and work to improve the bad.

Mr. Speaker, the good news is that fewer North Carolina teenagers became pregnant in 1996 than in 1995. It was the sixth year in a row that the teen pregnancy rate has fallen in North Carolina, and that is good news.

The bad news is although the teen pregnancy rate has fallen, and that rate continues to fall, it has been rising in many countries including the United States. And in 1996, the teen pregnancy rate for North Carolina girls between the ages of 15 and 19 was 10th highest in the country, 89.8 out of 1,000. That is indeed the bad news.

I am here today for our young people, because they care and they need to have an opportunity. They want a job, they want a career, they want a chance. They want to be both positive and productive in their future. Our young people want an education, a career and a chance, a chance for the future to make a difference, not only in their lives, but in their communities' and in their families' lives.

I have had now nearly one dozen teen pregnancy forums in my district over the past few years, and for the express purpose of helping our young people look towards achieving their goals of having a career and having a positive future. In those forums, we focused on

the importance of both boys and girls taking responsibility to prevent adolescent pregnancy.

Premature pregnancy can affect teens physically, but more importantly it impairs their stride toward success. Each year approximately 1 million teens become pregnant. Once a teenager becomes pregnant, there simply is no good solution to that problem. The best solution is to prevent the pregnancy in the first place. The "Kids Having Kids" report released by the Robinhood Foundation gives the alarming costs and consequences of teenage childbearing. It shows that teenage childbearing costs U.S. taxpayers a staggering \$6.9 billion each year, and the cost to the Nation in lost productivity rises to as much as \$29 billion annually.

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The consequences to the families and to the children of these teen parents in health, social, and economic development are devastating.

Let me just cite a few of those report findings. More childhood health problems: They are more likely to be born prematurely, and 50 percent more likely to be born with low birth weight than if their mothers had been older when they were born.

Increased child abuse: They are twice as likely to be abused and neglected if they are born to teenage parents. Trouble in school: They are 50 percent more likely to repeat grades and to perform significantly worse on cognitive development tests.

Reproducing the cycle of poverty: The girls born to adolescent moms are more than 83 percent more likely to become teen moms themselves, 83 percent.

Behind bars: The teenage sons of adolescent mothers are up to 2.7 times more likely to land in prison than their counterparts in the comparative group.

By extension, adolescent child bearing in and of itself costs taxpayers roughly \$1 billion each year to build and maintain prisons for the sons of young teenage mothers.

Kids having kids is the most comprehensive report done on the costs and consequences of teenage pregnancy to parents, children, and society. This ground breaking report graphically illustrates the financial loss in terms of social and economic costs to our Nation. I want young people to be in the optimum position to prepare for the rest of their lives. That means postponing sexual involvement until a much later time in their life when they are mature on these decisions.

There are positive options we should make sure that all of our teenagers have as they grow to be adults. Young people should recognize those positive options. But we should make them available to them. We must provide real choices for a real chance in life.

Some of the young people in North Carolina have taken this first step, and we want to say congratulations to